SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM)

34

TIME TABLE

FOR THE

STOCKTON DIVISION

To Take Effect Sunday, November 26, 1922, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

R. L. RUBY,
Assistant Superintendent of Transportation.

EASTWARD

Tracy and Brighton Sub-Division.

Time Table No. 34

November 26, 1922

Capacity of Passing Sidings in car lengths and location of Scales, Fuel, Water Interlocking Turning and Telephone Stations.	THIRD CLASS						FIRST CLASS														Distance from San Francisco Via Niles	STATIONS
		294	286	254	256	306			80	50	38	68	8	84	82	36	32	64	24	86		
		Local Freight	Local Freight	Ogden Manifest	Sunset Manifest	Local Freight			Stockton Flyer	San Joaquin Valley Passenger	San Francisco Sacramento Passenger	Fresno Sacramento Passenger	San Francisco Los Angeles Passenger	San Francisco Fresno Passenger	San Francisco Stockton Passenger	San Francisco Stockton Passenger	San Francisco Sacramento Passenger	The Sacramento	Tonopah Express	Oil Fields Passenger		
		Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Term. Yard WFTYO **P**				6.15AM		2.00AM			8.20PM	7.05PM	7.02PM		1.50PM	11.20AM	11.17AM	10.30AM	10.25AM		4.20AM	2.25AM	70.8	DNR **TRACY** 3.1
95 **P**									8.26	7.11	f7.08		1.56	11.26	11.23	f10.36	f10.31		4.26	2.31	73.9	BANTA 4.8
P																f					78.7	SAN JOAQUIN BRIDGE (No siding) 2.8
87 WY **P**		1.30PM			2.55AM				8.37	s 7.25PM	s7.23	6.00PM	s 2.10PM	s11.38AM	11.35	s10.52	s10.47	7.30AM	s4.42	s 2.45AM	81.5	DNR **LATHROP** 4.6 Automatic Block
97 **P**									8.43		f7.31	f6.13			11.41	s11.00	10.55	7.40	4.49		86.1	FRENCH CAMP 1.6 Double Track
I																					87.7	T. S. Ry. Crossing 3.2
I Interm. Yard WFTYO **P**		2.00PM	8.30AM			3.15AM			s8.50		s7.55	s6.35			s11.50AM	s11.15AM	s11.05 11.15	s 8.00	s5.10		90.9	A. T. & S. F. Crossing S. E. R. R. Crossing DNR **STOCKTON** C. C. T. Co. Crossing 1.4
1 **P**			8.40	7.20	3.55				9.04		8.00	6.41					11.20	8.05	5.15		92.3	W. P. Crossing End of Double Track 0.4
69																					92.7	EL PINAL 0.8
																					93.5	JARN (Spur) 3.1
87 **P**			8.52	7.33	4.15				9.10		8.06	f6.47					f11.26	f 8.12	5.21		96.6	CASTLE 3.6
80 **P**			9.05	7.42	4.35				9.15		8.11	f6.52					f11.31	f 8.22	5.26		100.2	ARMSTRONG 3.1
160WFT**P**			9.19 10.50	7.50	4.55				s9.20PM		s8.19	s7.01					s11.40	s 8.30	s5.37		103.3	C. C. T. Co. Crossing DNR **LODI** 0.8
																					104.1	CIPRICO (Spur) 1.0
												f						f			105.1	URGON (Spur) 1.1
95 **P**			11.47AM	8.06	5.10						s8.24	f7.07					s11.47	f 8.37	5.44		106.2	D ACAMPO 3.3
86 **P**			12.05PM	8.20	5.25						8.29	f7.12					f11.52AM	f 8.42	5.49		109.5	FOREST LAKE 2.2 Automatic Block
80WFT**P**			1.15	8.30	6.00						s8.35	s7.19					s12.01PM	s 8.50	s6.00		111.7	DN **GALT** 2.8
												f									114.5	TWIN CITY (No Siding) 1.0
86 **P**			1.30	8.39	6.15						8.41	f7.25					f12.07	f 8.56	6.06		115.5	NEED 2.0
			1.40	8.43	6.25						8.45	f7.29					f12.11	f 9.00			117.5	ARNO 2.0
80 **P**			2.00	8.47	6.35						8.49	f7.33					f12.15	f 9.04	6.12		119.5	McCONNELL 3.4
87 **P**			2.40	9.00 9.37	6.51						s8.55	s7.39					s12.22	s 9.10	f6.18		122.9	DN ELK GROVE 2.8
80 **P**			2.55	9.47	7.05						9.00	f7.44					12.27	9.15	6.23		125.7	MEADOWS 3.3
88 **P**			3.32	10.05	7.23						s9.05	s7.50					s12.35	s 9.23	f6.30		129.0	D FLORIN 3.0
																					132.0	POLK 1.1
																					133.1	End of Double Track 0.1 Double Track
78 W**P**			3.50PM	10.25AM	7.40AM						s9.15PM	s8.00PM					s12.50PM	s 9.38AM	s6.45AM		133.2	DNR **BRIGHTON**
		Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		62.4
		(0.30) 18.80	(7.20) 5.77	(4.10) 14.97	(4.45) 10.88	(1.15) 16.08			(1.00) 32.50	(0.20) 32.10	(2.13) 28.15	(2.00) 25.85	(0.20) 32.10	(0.18) 35.66	(0.33) 36.54	(0.45) 26.80	(2.25) 25.82	(2.08) 24.24	(2.25) 25.82	(0.20) 32.10		.........Time over District. ....Average Speed per hour.

The figures at Sacramento and Roseville given below are for information only. Trains east of Brighton will be governed by Sacramento Division time table.

		294	286	254	256	306			80	50	38	68	8	84	82	36	32	64	24	86		
			4.20 PM								9.30 PM	8.15 PM					1.05 PM	9.55 AM	7.00 AM		139.1	Sacramento
			Via Elvas	12.05 PM	10.00 AM						Via Elvas	Via Elvas					Via Elvas	Via Elvas	Via Elvas		150.9	Roseville

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)
Single track over San Joaquin Bridge; Trains will be governed by interlocking signals.
Eastward main track between A. T. & S. F. R. R., crossing Stockton, and End of Double Track, Stockton, is not protected by Automatic Signals.
The schedule of No. 80 terminates at cross-over at Signal 1028 at Lodi.
Additional Stops: No. 32 Stop at French Camp to receive passengers for points east of Stockton.

Time Table No. 34

November 26, 1922

Tracy and Brighton Sub-Division.

WESTWARD

		STATIONS	Distance from Sacramento	87 Oil Fields Passenger	79 Stockton Flyer	65 Sacramento Fresno Passenger	49 San Joaquin Valley Passenger	31 Stockton & Sacramento Passenger	109 Sunset Express	37 Stockton San Francisco Passenger	63 The Sacramento	51 Fresno San Francisco Passenger	35 Stockton San Francisco Passenger	257 Sunset Manifest	225 Tracy Freight	293 Local Freight	227 Tracy Freight	285 Local Freight	253 Ogden Manifest	229 Tracy Freight	231 Tracy Freight	305 Local Freight
				FIRST CLASS										THIRD CLASS								
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday
Automatic Block; Double Track	DNR	**TRACY** 3.1	68.3	s 4.40AM	s 7.40AM		s 10.20AM	s 11.45AM	s 3.05PM	s 4.30PM		s 7.35PM	s 7.45PM		5.10AM		11.00AM		2.00PM	6.30PM	11.10PM	12.30AM
		BANTA 4.8	65.2	4.33	7.34		10.12	11.37	2.57	4.24		7.27	f 7.37									
		SAN JOAQUIN BRIDGE (No siding) 2.8	60.4										f									
	DNR	**LATHROP** 4.6	57.6	4.20AM	7.23	s 9.07AM	10.00AM	s 11.25	2.45PM	4.13	★ 6.20PM	7.15PM	7.20 s 7.00	2.45AM		6.30AM						11.30PM
		FRENCH CAMP 1.6	53.0		7.17	f 8.58		11.14		4.07	6.10		s 6.50									
		T. S. Ry. Crossing 3.2	51.4																			
	DNR	A. T. & S. F. Crossing S. E. R. R. Crossing **STOCKTON** C. C. T. Co. Crossing 1.4	48.2		s 7.10	s 8.50		s 11.05		4.00PM	s 6.00		6.40PM			6.00AM		3.05PM				10.15PM
Automatic Block		W. P Crossing End of Double Track 0.4	46.8		6.55	8.33		10.45						1.45	**3.55**		9.45		12.45	5.15	10.00	
		EL PINAL 0.8	46.4																			
		JARN (Spur) 3.1	45.6					f														
		CASTLE 3.6	42.5		6.50	8.27		f 10.39			f 5.39			1.35	3.41		9.32	2.40	12.30	5.01	9.46	
		ARMSTRONG 3.1	38.9		6.45	**8.22**		f 10.33			f 5.33			1.28	3.34		9.25	2.25	12.18	4.54	9.39	
	DNR	C. C. T. Co. Crossing **LODI** 0.8	35.8		6.40AM	s 8.13		s **10.27**			s 5.28			1.20	3.28		**9.19**	2.00	12.05PM	4.48	9.33	
		CIPRICO (Spur) 1.0	35.0																			
		URGON (Spur) 1.1	34.0					f														
	D	ACAMPO 3.3	32.9			s **8.06**		s 10.12			f 5.17			1.13	3.19		9.10	12.25	**11.47AM**	4.39	9.25	
		FOREST LAKE 2.2	29.6			8.00		f 10.05			f 5.11			1.06	3.12		9.00	**12.05PM** **11.47AM**	11.29	4.32	9.17	
	DN	**GALT** 2.8	27.4			s 7.55		s 10.00			s 5.06			1.00	3.05		**8.50** **8.30**	**11.30** **10.25**	**11.00**	4.25	9.10	
		TWIN CITY (No Siding) 1.0	24.6					f														
		NEED 2.0	23.6			7.47		f 9.50			4.59			12.52	2.40		8.20	10.10	10.30	4.00	9.00	
		ARNO 2.0	21.6			f 7.43		f 9.46			f 4.55							9.55	10.23			
		McCONNELL 3.4	19.6			f 7.39		f 9.42			f 4.51			12.45	2.32		8.12	9.45	10.15	3.52	**8.49**	
	DN	ELK GROVE 2.8	16.2			s 7.34		s **9.37**			s 4.46			12.39	2.25		8.05	**9.37** **8.40**	10.05	3.45	8.25	
		MEADOWS 3.3	13.4			7.28		f **9.30**			4.40			12.33	2.19		7.59	8.30	**9.47** **9.10**	3.39	8.19	
	D	FLORIN 3.0	10.1			s **7.23**		s **9.23**			s 4.35			12.27	2.12		7.52	8.20	9.00	**3.32**	8.12	
		POLK 1.1	7.1																			
Double Track		End of Double Track 0.1	6.0																			
	DNR	**BRIGHTON**	5.9			s 7.15AM		s 9.05AM			s 4.25PM			12.15AM	2.00AM		**7.40AM**	8.05AM	8.45AM	3.20PM	**8.00PM**	
		62.4		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
		Time over District…………… Average speed per hour……………		(0.20) 32.10	(1.00) 32.50	(1.52) 27.69	(0.20) 32.10	(2.40) 23.40	(0.20) 32.10	(0.30) 40.20	(1.55) 26.97	(0.20) 32.10	(1.05) 18.55	(2.30) 20.68	(3.10) 19.68	(0.30) 18.80	(3.20) 18.72	(7.00) 6.04	(5.15) 11.25	(3.10) 19.68	(3.10) 19.68	(2.15) 8.93

The figures at Sacramento and Roseville given below are for information only. Trains east of Brighton will be governed by Sacramento Division time table.

		87	79	65	49	31	109	37	63	51	35	257	225	293	227	285	253	229	231	305
Sacramento	0.0			7.00 AM		8.50 AM			4.10 PM							7.40 AM				
Roseville				Via Elvas		Via Elvas			Via Elvas			11.00 PM				Via Elvas	8.00 AM			

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72).
Single track over San Joaquin Bridge: Trains will be governed by interlocking signals.
Westward main track between AT&SFRR crossing Stockton and Weber Ave., Stockton, is not protected by Automatic Signals.

ADDITIONAL STOPS:—No. 63 stop at French Camp to discharge passengers from points east of Stockton and to receive passengers for points south of Lathrop.

*No. 63 will not stop at depot at Lathrop but will pull directly around east leg of wye to the Lathrop-Fresno main track.

The schedule of No. 79 originates at cross-over at Signal 1028 at Lodi.

EASTWARD

Lathrop and Fresno Sub-Division.

Time Table No. 34

November 26, 1922

Capacity of Passing sidings in car lengths and location of Scales, Fuel, Water, Interlocking, Turning and Telephone Stations.	THIRD CLASS				FIRST CLASS						Distance from San Francisco Via Port Costa		STATIONS
	300	298	296	252	50	60	8	84	66	86			
	Local Freight	Local Freight	Local Freight	Sunset Manifest	San Joaquin Valley Passenger	The Sacramento	San Francisco Los Angeles Passenger	San Francisco Fresno Passenger	Sacramento Fresno Passenger	Oil Fields Passenger			
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
WYP			6.45AM	3.15AM	7.30PM	6.20PM	2.15PM	11.43AM	9.10AM	2.50AM	92.9	Automatic Block	DNR **LATHROP** 0.9
I											93.8		W. P. Crossing 3.0
84 P			7.00	4.00	f 7.40	s 6.32	s 2.30	11.49	s 9.30	3.00	96.8		D MANTECA 1.8
45			7.12	4.15		6.35	2.35		9.37	3.03	98.6		MORRANO 2.0
											100.6		WESTON 2.7
80 P			7.40	4.30	7.50	f 6.52	s 2.43	11.57AM	s 9.48	3.10	103.3		DN RIPON 3.1
87 P			7.50	4.40	7.56	f 7.00	s 2.50	12.01PM	s 9.55	3.15	106.4		D SALIDA 1.7
											108.1		COVELL (Spur) 5.0
80 WP		10.30AM	8.15AM	5.15	s 8.12	s 7.15	s 3.08	s 12.13	s 10.15	s 3.27	113.1		DNR MODESTO 1.6
I											114.7		T. S. Ry. Crossing 2.7
39 P		11.00		5.30	8.19	f 7.23	s 3.16	12.20	s 10.23	3.42	117.4		D CERES 1.9
											119.3		ESMAR (Spur) 1.5
75 P		11.20		5.40	8.24	f 7.30	f 3.24	12.25	f 10.30	3.47	120.8		KEYES 5.4
80 P		11.50AM 1.28PM		5.52	s 8.33	s 7.40	s 3.36	s 12.34	s 10.42	f 4.00	126.2		DN TURLOCK 5.7
80 P		2.00		6.10	8.42	f 7.48	f 3.44	12.41	f 10.50	4.08	131.9		DELHI 4.5
88 WP		3.00		6.30	8.50	s 7.56	s 4.00	12.47	s 11.00	4.14	136.4		D LIVINGSTON 2.5
		3.20					f 4.05		f 11.05	4.18	138.9		ARENA 4.3
80 P		3.42 4.45		6.50	9.00	s 8.08	s 4.13	12.56	s 11.15	4.24	143.2		D ATWATER 1.6
									f		144.8		BUHACH 1.8
											146.6		FERGUS (Spur) 3.9
89 WFTP	10.30AM	5.20PM		7.50	s 9.23	s 8.30	s 4.45	s 1.15	s 11.35	s 4.35 4.55	150.5		DNR **MERCED** 1.4
											151.9		CREEGAN 4.0
											155.9		CLUSTER 0.7
80	11.00			8.20	9.34	8.42	f 4.56	1.26	f 11.47	5.07	156.6		LINGARD 3.9
49 P	11.27AM			8.32	9.40	8.48	f 5.02	1.32	f 11.55AM	5.18	160.5		ATHLONE 2.8
											163.3		LABRANZA (Spur) 2.5
							f				165.8		SIERRA VISTA (Spur) 1.1
88	12.08PM			8.50	9.48	8.57	f 5.16	1.40	f 12.08PM	5.28	166.9		MINTURN 1.2
WP	12.40			8.55	9.50	s 9.02	s 5.20		s 12.12	f 5.31	168.1		DN CHOWCHILLA 3.9
83	1.10			9.07	9.56	9.08	5.26	1.47	12.18	5.37	172.0		CALIFA 1.0
	1.25			9.10	9.58	f 9.10	f 5.28	1.49	f 12.20	5.39	173.0		FAIRMEAD 3.5
46 WFTP	1.54			9.35	10.03	9.17	s 5.35	1.54	f 12.26	5.44	176.5		D **BERENDA** 7.4
168 OP	2.25 3.15			9.55	s 10.16	s 9.30	s 5.49	s 2.06	s 12.39	s 6.00	183.9		DN MADERA 2.8
	3.30			10.02		9.35	5.54	2.11	f 12.44	6.05	186.7		BORDEN 3.5
80	3.50			10.25	10.26	9.41	f 6.00	2.17	f 12.51	6.12	190.2		IRRIGOSA 3.3
							f				193.5		THARSA (Spur) 2.1
88 WP	4.37			11.18	10.33	9.48	f 6.08	2.24	f 12.58	6.25	195.6		HERNDON 3.7
P	5.00						f				199.3		**BIOLA JCT.** (No Siding) 0.9
80	5.15			11.45AM	10.40	9.55	6.15	2.30	f 1.05	6.32	200.2		MUSCATEL 3.0
											203.2		F. T. Co. Crossing 2.3
Term. Yard WTYF OP	5.45PM			12.20PM	s 10.55PM	s 10.10PM	s 6.30PM	s 2.45PM	s 1.20PM	s 6.45AM	205.5		DNR **FRESNO** (112.6)
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
	(7.15)	(6.50)	(1.30)	(9.05)	(3.25)	(3.50)	(4.15)	(3.02)	(4.10)	(3.55)			Time over District
	7.58	6.93	13.46	12.39	32.95	29.38	26.49	37.12	27.02	28.75			Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

East leg of wye at Lathrop is not protected by automatic signals.

ADDITIONAL STOPS: No. 50 stop at any station east of Lathrop to discharge passengers from points Lathrop and west.

Lathrop and Fresno Sub-Division.

WESTWARD

Automatic Block

Time Table No. 34 November 26, 1922		Distance from Fresno.	FIRST CLASS						THIRD CLASS			
			87	59	49	109	67	51	297	299	295	251
			Oil Fields Passenger	The Sacramento	San Joaquin Valley Passenger	Sunset Express	Fresno Sacramento Passenger	Fresno San Francisco Passenger	Local Freight	Local Freight	Local Freight	**Sunset Freight**
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily **EX. SUNDAY**	Arrive Daily **EX. SUNDAY**	Arrive Daily **EX. SUNDAY**	Arrive Daily
DNR **LATHROP**	0.9	112.6	s 4.10AM	★ 7.27AM	s 9.50AM	s 2.40PM	s 5.55PM	s 7.10PM			1.15PM	2.45AM
W. P. Crossing	3.0	111.7										
D MANTECA	1.8	108.7	f **4.00**	s 7.18	s 9.42	s **2.30**	s 5.45	7.01			1.00	2.33
MORRANO	2.0	106.9	3.54	**7.12**	**9.37**	f 2.23	f 5.39	6.58			12.10PM	2.28
WESTON	2.7	104.9			f		f					
DN RIPON	3.1	102.2	f 3.47	f 7.05	s 9.30	s 2.16	s 5.31	**6.52**			**11.57AM**	2.15
D SALIDA	1.7	99.1	f 3.41	f 6.58	s 9.23	s 2.09	s 5.23	6.46			11.00	2.05
COVELL (Spur)	5.0	97.4										
DNR MODESTO	1.6	92.4	s **3.27**	s 6.45	s 9.10	s 1.55	s 5.08	s 6.36	1.15PM		**10.15AM**	1.45
T. S. Ry. Crossing	2.7	90.8										
D CERES	1.9	88.1	f 3.02	f 6.33	s 8.50	s 1.42	s 4.50	6.26	1.00			1.15
ESMAR (Spur)	1.5	86.2										
KEYES	5.4	84.7	f 2.55	f 6.28	f 8.42	f 1.36	s 4.40	6.21	**12.25PM**			1.05
DN TURLOCK	5.7	79.3	s 2.45	s 6.20	s 8.32	s **1.28**	s 4.30	s 6.14	**11.50AM** **9.10**			12.48
DELHI	4.5	73.6	f 2.33	f **6.10**	f 8.22	f 1.18	s 4.12	6.06	8.45			12.30
D LIVINGSTON	2.5	69.1	f 2.26	f 6.04	s **8.14**	s 1.10	s **4.00**	6.00	**8.14**			12.15AM
ARENA	4.3	66.6	f 2.21	f 5.59	f 8.09	f 1.04	f 3.53					
D ATWATER	1.6	62.3	f 2.14	f 5.53	s 8.02	s **12.56**	s **3.47**	5.51	**6.50**			11.55PM
BUHACH	1.8	60.7					f					
FERGUS (Spur)	3.9	58.9										
DNR **MERCED**	1.4	55.0	s 2.02	s 5.40	s **7.50**	s 12.40	s 3.32	s 5.41	6.00AM	2.10PM		11.35
CREEGAN	4.0	53.6										
CLUSTER	0.7	49.6										
LINGARD	3.9	48.9	1.46	5.25	f 7.30	f 12.23	f 3.15	5.29		**1.26**		11.10
ATHLONE	2.8	45.0	f 1.40	**5.18**	f 7.24	f 12.17	f 3.09	5.24		12.50		11.00
LABRANZA (Spur)	2.5	42.2										
SIERRA VISTA (Spur)	1.1	39.7										
MINTURN	1.2	38.6	1.31	5.06	7.15	**12.08**	3.01	**5.16**		**12.08PM**		10.40
DN CHOWCHILLA	3.9	37.4	s 1.29	f 5.04	s 7.13	s 12.05PM	s 2.59			11.40AM		10.35
CALIFA	1.0	33.5	1.22	4.59	7.08	11.59AM	2.52	5.09		11.20		10.20
FAIRMEAD	3.5	32.5	f 1.20	4.57	f 7.06	f 11.57	f 2.50	5.07		11.10		10.17
D **BERENDA**	7.4	29.0	f 1.15	4.52	f 7.00	s 11.51	s 2.44	5.03		10.50		**10.03**
DN MADERA	2.8	21.6	s 1.03	s 4.42	s 6.48	s 11.38	s **2.30**	s 4.54		**9.55**		**9.30**
BORDEN	3.5	18.8	f 12.57		f 6.41	f 11.30	f 2.23			8.10		
IRRIGOSA	3.3	15.3	f 12.52	4.30	f 6.35	f 11.25	f **2.17**	4.44		7.55		8.50
THARSA (Spur)	2.1	12.0										
HERNDON	3.7	9.9	f 12.44	4.23	f **6.25**	f **11.18**	f 2.04	**4.37**		7.35		8.35
BIOLA JCT. (No Siding)	0.9	6.2			f					7.23		
MUSCATEL	3.0	5.3	f 12.37	4.17	f 6.17	f 11.12	f 1.58	4.31		7.20		8.20
F. T. Co. Crossing	2.3	2.3										
DNR **FRESNO**		0.0	12.25AM	4.05AM	6.05AM	11.00AM	1.45PM	4.20PM		7.00AM		8.00PM
(112.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily **EX. SUNDAY**	Leave Daily **EX. SUNDAY**	Leave Daily **EX.SUNDAY**	Leave Daily
Time over District			(3.45)	(3.22)	(3.45)	(3.40)	(4.10)	(2.50)	(7.15)	(7.10)	(3.00)	(6.45)
Average speed per hour			30.02	33.41	30.02	30.70	27.02	39.70	5.16	7.67	6.73	16.68

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

East leg of wye at Lathrop is not protected by automatic signals.

★ No. 59 will not stop at Depot at Lathrop, but will pull directly around east leg of wye to the Tracy-Brighton main track.

EASTWARD

Tracy and Fresno Sub-Division

WESTWARD

Capacity of Passing Sidings in car lengths and location of Scales, Fuel, Water, Interlocking Turning and Telephone Stations.	THIRD CLASS			SECOND CLASS	FIRST CLASS			Distance from San Francisco via Antioch			Time Table No. 34. November 26, 1922.	Distance from Fresno	FIRST CLASS			SECOND CLASS	THIRD CLASS		
	250 Local Freight	248 Local Freight	242 Fresno Mdse. Freight	92 Tracy-Los Banos Motor	26 The Owl	40 Tracy-Fresno Passenger	94 Armona-Ingle Fresno Pass.						25 The Owl	91 Los Banos-Tracy Motor	39 Fresno-Tracy Passenger	93 Fresno-Ingle Armona Pass.	249 Local Freight	247 Local Freight	241 Tracy Freight
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
Term Yard WFTYO P		7.35AM	1.05AM	8.45PM	8.40PM	11.50AM		82.2	Automatic Block	DNR	**TRACY** 2.7	126.2	s 6.10AM	s 7.35AM	s 6.40PM			2.20PM	5.10AM
46 I		7.50	1.17	f 8.51	8.45	f 11.56AM		84.9			W. P. Crossing LYOTH 3.0	123.5	5.58	f 7.23	f 6.28			2.05	4.50
59		8.00	1.23	f 8.56	8.49	f 12.01PM		87.9			YARMOUTH 4.7	120.5	5.53	f 7.17	f 6.22			1.55	4.40
57		8.15	1.32	f 9.03	8.55	s 12.08		92.6			VERNALIS 0.9	115.8	5.47	f 7.09	s 6.13			1.20	4.25
								93.5			OHM (Spur) 1.4	114.9		f					
				f		f		94.9			ROMAIN (Spur) 1.5	113.5		f	f				
48		8.25	1.38	9.10	9.00	12.14		96.4			HALLY 4.0	112.0	5.42	6.59	6.06			12.40	4.10
57 W		9.00	1.45	f 9.17	9.05	s **12.22**		100.4			WESTLEY 4.4	108.0	5.37	f 6.52	s 5.59			**12.22PM**	3.55
				f		f		104.8			VANORMER (Spur) 2.6	103.6		f	f				
57		10.00	1.57	s 9.29	9.14	s 12.35		107.4		D	PATTERSON 5.8	101.0	5.28	s 6.40	s 5.41			11.35AM	3.30
56		**10.40AM**	2.07	s 9.38	9.21	s 12.47		113.2		D	CROWS LANDING 2.8	95.2	5.20	s 6.30	s 5.25			**10.40**	3.09
				f		f		116.0			STOMAR (Spur) 1.3	92.4		f	f				
52				f		f 12.53		117.3			TIMBA 2.2	91.1		f	f 5.15				
60 W		12.01PM	2.20	s 9.50	9.29	s 1.04		119.5		DN	NEWMAN 4.0	88.9	5.12	s 6.18	s 5.10			10.00	2.50
56		**1.15**	**2.28**	s 9.58	9.34	s **1.15**		123.5		D	GUSTINE 3.4	84.9	5.07	s 6.10	s 4.53			8.35	**2.28**
44		1.30	2.35	f		f 1.21		126.9			LINORA 2.4	81.5	5.02	f	f 4.42			7.35	1.58
74		2.00	2.40	f 10.09	9.41	f 1.26		129.3			INGOMAR 6.3	79.1	4.59	f 5.59	f 4.37			7.20	1.50
59		2.30	2.51	f 10.17	9.49	s 1.37		135.6			VOLTA 2.7	72.8	4.51	f 5.50	s 4.27			7.00	1.35
				f		f		138.3			TRENT (Spur) 2.1	70.1							
86 WYF	9.00AM	2.50PM	3.25	s 10.30PM	9.55	s 1.56		140.4		DNR	LOS BANOS 1.2	68.0	4.45	5.40AM	s 4.18		3.00PM	6.30AM	1.20
						f		141.6			ABATTO (Spur) 6.7	66.8			f				
58	9.25		3.50		10.05	f **2.11**		148.3			AGATHA 1.3	60.1	4.34		f 3.52		**2.11**		12.52
						f		149.6			BRITO (Spur) 3.4	58.8			f				
58	10.30		**4.28**		10.11	s 2.21		153.0		D	DOS PALOS 6.8	55.4	**4.28**		s 3.44		1.45		12.40
45	11.00AM		4.45		10.20	f 2.34		159.8			OXALIS 1.8	48.6	4.19		f 3.29		12.45		12.20
						f		161.6			SILAXO (Spur) 4.6	46.8			f				
55 W	**12.20PM**		4.58		10.28	s 2.45		166.2		DN	FIREBAUGH 4.6	42.2	4.11		s 3.18		**12.20PM**		12.01AM
45	12.35		5.07		10.34	2.51		170.8			CROMIR 2.0	37.6	4.05		3.10		11.40AM		11.45PM
						f		172.8			ARBIOS (Spur) 1.7	35.6			f				
98 WF	1.00		5.15		10.39	s **3.03**		174.5		D	MENDOTA 7.4	33.9	4.00		s **3.03**		11.30		11.30
53 YP	1.20		5.28			f 3.15	12.05PM	181.9		R	**INGLE** 2.6	26.5			f 2.52	s 6.20AM	10.25		
49	1.30		5.34		**10.51**	f 3.19	f 12.10	184.5			JAMESAN 0.5	23.9	3.48		f 2.48	f 6.15	10.15		**10.51**
								185.0			BUTTON (Spur) 8.0	23.4							
48 WYP	**2.36**		**6.04**		11.02	s 3.34	s 12.22	193.0		DN	**KERMAN** 3.2	15.4	3.37		s **2.36**	s **6.04**	9.40		10.10
						f	f	196.2			RUGG (Spur) 0.5	12.2			f	f			
	2.50		6.40			f 3.41	f 12.28	196.7			FLOYD 1.8	11.7			f 2.30	f 5.56	8.35		
48	3.05		6.50		11.09	f 3.46	f 12.32	198.5			ROLINDA 2.3	9.9	3.30		f 2.26	f 5.52	8.20		9.00
							f	200.8			KEARNEY (Spur) 1.0	7.6				f			
Y						f	f	201.8			NEVILLS (Spur) 0.7	6.6			f	f			
49	**3.54**		7.00		11.14	f **3.54**	f 12.39	202.5			PRATTON 1.2	5.9	3.25		f 2.20	s 5.45	8.00		8.50
							f	203.7			FORSEY (Spur) 1.6	4.7				f			
							f	205.3			CRAYOLD (Spur) 1.2	3.1				f			
							f	206.5			WESBY (Spur) 1.9	1.9				f			
Term. Yard WFTOYP	4.30PM		**7.30AM**		s 11.30PM	s 4.10PM	s 12.55PM	208.4		DNR	**FRESNO**	0.0	3.10AM		2.05PM	5.30AM	**7.30AM**		8.30PM
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(126.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
	(7.30) 9.07	(7.15) 8.03	(6.25) 19.67	(1.45) 33.26	(2.50) 44.55	(4.20) 29.12	(0.50) 31.80				……Time over District…… ……Average speed per hour……		(3.00) 42.07	(1.55) 30.37	(4.35) 28.26	(0.50) 31.80	(7.30) 9.07	(7.50) 7.43	(8.40) 14.56

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)
East leg of wye at Tracy is not protected by automatic signals.

Nos. 39 and 40 stop on flag at Gadwall between Abatto and Agatha.

EASTWARD

Stockton and Merced Sub-Division.

WESTWARD

Time Table No. 34

November 26, 1922.

Capacity of Passing sidings in car lengths, and location of Scales, Fuel, Water, Interlocking Turning and Telephone Stations.		THIRD CLASS	FIRST CLASS								FIRST CLASS			THIRD CLASS
		306 Local Freight	158 Passenger	154 Mixed	152 Passenger	Distance from San Francisco		STATIONS	Distance from Merced		151 Passenger	157 Passenger	153 Mixed	305 Local Freight
		Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY						Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
	Interm. Yard I PWFTYO	4.00AM	12.05PM	12.15PM	12.05PM	90.9	DNR	**STOCKTON** W. P. Crossing C. C. T. Co. Crossings 5.1	72.0		s 10.45AM	s 10.45AM	s 3.10PM	9.30PM
8			f	f	f	96.0		ORFORD (Spur) 0.7	66.9		f	f	f	
8		4.18	f 12.20	f 12.30	f 12.20	96.7		CHARLESTON (Spur) 1.0	66.2		f 10.30	f 10.30	f 2.50	9.10
3						97.7		SIBLEY (Spur) 0.6	65.2					
14			f	f	f	98.3		WALTHALL (Spur) 2.3	64.6		f	f	f	
8		4.33	f 12.26	f 12.40	f 12.26	100.6		HOLDEN (Spur) 3.2	62.3		f 10.24	f 10.24	f 2.40	8.55
34	WY	4.46	s 12.31	s 12.50PM	s 12.31	103.8	R	**PETERS** 4.4	59.1		s 10.19	s 10.19	2.30PM	8.40
18		5.10	s 12.38		s 12.38	108.2	D	FARMINGTON 3.3	54.7		s 10.12	s 10.12		8.10
11			f		f	111.5		GOTRI (Spur) 2.6	51.4		f	f		
28		5.30	f 12.48		f 12.48	114.1		COMETA 2.6	48.8		f 10.02	f 10.02		7.45
28		5.50	s 12.53		s 12.53	116.7		VALLEY HOME 3.9	46.2		s 9.57	s 9.57		7.30
23			f		f	120.6		ADELA (Spur) 1.8	42.3		f	f		
32	WT	6.30AM	s 1.15		s 1.05 1.30	122.4	DR	OAKDALE A. T. & S. F. Crossing 3.9	40.5		9.45 s 9.25	s 9.45		7.00PM
53			f 1.25		f 1.45	126.3		CLARIBEL 6.1	36.6		f 9.10	f 9.22		
58			s 1.40		s 2.10	132.4	D	WATERFORD 1.6	30.5		s 8.50	s 9.07		
49			s 1.45		s 2.20	134.0		HICKMAN 5.8	28.9		s 8.30	s 9.02		
62	W		s 2.00		s 2.50	139.8	D	MONTPELLIER 6.2	23.1		s 8.10	s 8.48		
52			f 2.15		f 3.15	146.0		RYER 2.8	16.9		f 7.42	f 8.32		
11			f 2.21		f 3.25	148.8		ARUNDEL 3.7	14.1		f 7.35	f 8.26		
49			f 2.30		f 3.40	152.5		AMSTERDAM 4.7	10.4		f 7.25	f 8.18		
9			f		f	157.2		NAIRN (Spur) 3.9	5.7		f	f		
	I					161.1		A. T. & S. F. Crossing 1.8	1.8					
	PWFT		s 2.55PM		s 4.15PM	162.9	DNR	**MERCED**	0.0		7.00AM	7.55AM		
		Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY			(72.0)			Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
		(2.30) 12.60	(2.50) 25.41	(0.35) 22.10	(4.10) 17.28			Time over District Average speed per hour			(3.45) 19.20	(2.50) 25.41	(0.40) 14.35	(2.30) 12.60

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Nos 151 and 157 will wait at Oakdale until 10.00 a. m. for connection with Sierra Ry.
Nos. 151 and 152 Mixed Trains between Oakdale and Merced.

EASTWARD

Stockton and Merced Sub-Division.

WESTWARD

Time Table No. 34

November 26, 1922.

Capacity of Passing sidings in car lengths, and location of Scales, Fuel, Water, Interlocking Turning, and Telephone Stations.	FIRST CLASS						FIRST CLASS
	154 Mixed	Distance from San Francisco		STATIONS	Distance from Milton		153 Mixed
	Leave Daily EX. SUNDAY						Arrive Daily EX. SUNDAY
WY	12.50PM	103.8	R	**PETERS** 5.7	11.5		s 2.30PM
	f 1.09	109.5		WAVERLY 5.8	5.8		f 2.10
T	s 1.30PM	115.3	DR	**MILTON**	0.0		1.50PM
	Arrive Daily EX. SUNDAY			(11.5)			Leave Daily EX. SUNDAY
	(0.40 17.25			Time over District Average speed per hour			(0.40) 17.25

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)
Exception:—No. 154 is superior to No. 153.

EASTWARD Tracy and Brighton Sub-Division WESTWARD

Capacity of passing Sidings in car lengths and location of Scales, Fuel, Water, Interlocking, Turning and Telephone Stations.	SECOND CLASS		Distance from San Francisco		Time Table No. 34	Distance from Valley Spring	SECOND CLASS	
	174	172			November 26, 1922		173	175
	Mixed	Mixed					Mixed	Mixed
	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY			STATIONS		Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY
WTF**P**	11.45AM	11.50AM	103.3	DNR	**LODI** 1.8	26.9	s 10.10AM	s 10.20AM
			105.1		C. C. T. Co. Crossing 0.2	25.1		
			105.3		FRANKLYN (Spur) 1.8	24.9		
	f	f	107.1		VICTOR 3.6	23.1	f	f
P	s 12.01PM	s 12.25PM	110.7		LOCKEFORD 4.0	19.5	s 9.35	s 10.05
W**P**	s 12.11	s 12.45	114.7		CLEMENTS 6.1	15.5	s 9.10	s 9.55
	s 12.27	s 1.05	120.8		WALLACE 5 6	9.4	s 8.45	s 9.38
	s 12.45	s 1.25	126.4		HELISMA 2.9	3.8	s 8.25	s 9.20
	f	f	129.3		NORVAL (Spur) 0.9	0.9	f	f
WT**P**	s 1.05PM	s 1.50PM	130.2	DR	**VALLEY SPRING**	0.0	8.00AM	9.00AM
	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY			(26.9)		Leave Daily EX. SUNDAY	Leave SUNDAY ONLY
	(1.20)	(2.00)			Time over District		(2.10)	(1.20)
	20.01	13.45			Average speed per hour		12.41	20.01

Trains will stop at Cemetery between Lockeford and Victor for funeral parties.

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

EASTWARD Tracy and Brighton Sub-Division WESTWARD

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, Interlocking, Turning and Telephone Stations.	SECOND CLASS		Distance from San Francisco		Time Table No. 34	Distance from Ione	SECOND CLASS	
	132	130			November 26, 1922		131	133
	Mixed	Mixed					Mixed	Mixed
	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY			STATIONS		Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY
WFT **P**	12.05PM	12.10PM	111.7	DNR	**GALT** 5.0	27.1	s 9.45AM	s 9.55AM
	f 12.20	f 12.30	116.7		C. C. T. Co. Crossing VANSTOW 5.3	22.3	f 9.15	f 9.40
P	f 12.35	f 12.50	122.0		CLAY 10.3	16.8	f 8.50	f 9.25
P	s 1.05	s 1.20	132.3		CARBONDALE 0.7	6.5	s 8.15	f 8.55
	f	f	133.0		LIGNITE 1.8	5.8	f	f
			134.8		EDWIN (Spur) 0.4	4.0		
	f	f	135.2		CLARKSONA (Spur) 2.5	3.6	f	f
	f	f	137.7		DAGON (Spur) 1.1	1.1	f	f
WTY**P**	s 1.25PM	s 2.10PM	138.8	DR	**IONE**	0.0	7.45AM	8.35AM
	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY			(27.1)		Leave Daily EX. SUNDAY	Leave SUNDAY ONLY
	(1.20)	(2.00)			Time over District		(2.00)	(1.20)
	20.32	13.55			Average speed per hour		13.55	20.32

Trains will stop at Cicero to receive or discharge passengers.

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

EASTWARD Lathrop and Fresno Sub-Division WESTWARD

Capacity of Passing sidings in car lengths and location of Scales, Fuel, Water, Interlocking, Turning and Telephone Stations.	SECOND CLASS		Distance from San Francisco via Antioch		Time Table No. 34	Distance from Raymond	SECOND CLASS	
	168	166			November 26, 1922		165	167
	Mixed	Mixed					Mixed	Mixed
	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY			STATIONS		Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY
WTF**P**	5.35PM	5.35PM	176.5	DR	**BERENDA** 3.3	20.9	s 11.45AM	s 11.45AM
I			179.8		A. T. & S. F. Crossing 4.0	17.6		
	f 5.55	f 5.55	183.8		TALBOT 4.1	13.6	f 11.05	f 11.20
	f 6.10	f 6.10	187.9		DAULTON 2.9	9.5	f 10.48	f 11.05
	f	f	190.8		JESBEL (Spur) 4.2	6.6	f	f
14	f	f 6.45	195.0		HERBERT 1.2	2.4	f	f
	f 6.40	f	196.2	R	**KNOWLES JCT.** (No Siding) 1.2	1.2	f 10.15	f 10.35
WT**P**	s 6.45PM	s 7.10PM	197.4	DR	**RAYMOND**	0.0	9.30AM	10.30AM
	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY			(20.9)		Leave Daily EX. SUNDAY	Leave SUNDAY ONLY
	(1.10)	(1.35)			Time over District		(2.15)	(1.15)
	17.91	13.20			Average speed per hour		9.21	16.98

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

EASTWARD Lathrop and Fresno Sub-Division WESTWARD

Capacity of Passing sidings in car lengths and location of Scales, Fuel, Water, Interlock ing, Turning and Telephone Stations.	SECOND CLASS	Distance from San Francisco		Time Table No. 34	Distance from Knowles	THIRD CLASS
	162			November 26, 1922		163
	Freight					Freight
	Leave Daily EX. SUNDAY			STATIONS		Arrive Daily EX. SUNDAY
	9.40AM	196.2	R	**KNOWLES JCT.** (No Siding) 2.1	2.3	10.05AM
		198.3		HILLSIDE (Spur) 0.2	0.2	
	9.50AM	198.5	R	**KNOWLES**	0.0	9.55AM
	Arrive Daily EX. SUNDAY			(2.3)		Leave Daily EX. SUNDAY
	(0.10)			Time over District		(0.10)
	13.80			Average speed per hour		13.80

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

EASTWARD Tracy and Brighton Sub-Division WESTWARD

Capacity of Passing sidings in car lengths and location of Scales, Fuel, Water, Interlocking, Turning and Telephone Stations.	SECOND CLASS	Distance from San Francisco		Time Table No. 34	Distance from Woodbridge	THIRD CLASS
	170			November 26, 1922		171
	Mixed					Mixed
	Leave Daily EX. SUNDAY			STATIONS		Arrive Daily EX. SUNDAY
WTF**P**	10.30AM	103.3	DNR	**LODI** C. C. T. Co. Crossing 2.5	2.5	s 11.10AM
	s 10.45AM	105.8	R	**WOODBRIDGE**	0.0	10.55AM
	Arrive Daily EX. SUNDAY			(2.5)		Leave Daily EX. SUNDAY
	(0.15)			Time over District		(0.15)
	10.00			Average speed per hour		10.00

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

EASTWARD — Lathrop and Fresno Sub-Division — WESTWARD

Time Table No. 34

November 26, 1922

Capacity of Passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS 142 Mixed Leave Tuesdays and Saturdays	Distance from San Francisco	STATIONS	Distance from Biola	THIRD CLASS 141 Mixed Arrive Tuesdays and Saturdays
	7.25AM	199.3	R BIOLA JUNCTION (No Siding)	8.4	s 8.40AM
			1.2		
		200.5	CHIMNTI (No Siding)	7.2	
			1.4		
		201.9	WEST ACRES	5.8	
			2.0		
		203.9	EVERTS	3.8	
			2.0		
		205.9	TRUMAN	1.8	
			1.8		
	s 7.55AM	207.7	R BIOLA	0.0	8.00AM
	Arrive Tuesdays and Saturdays		(8.4)		Leave Tuesdays and Saturdays
	(0.30)		..........Time over District..........		(0.40)
	16.62		..........Average speed per hour..........		12.60

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

SPECIAL INSTRUCTIONS.

"SAFETY FIRST"

EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Tracy Telegraph Office
Tracy Roundhouse
Stockton Dispatcher's Office
Stockton Telegraph Office
Lodi
Galt
Modesto
Merced
Berenda
Kerman
Los Banos
Fresno

WATCH INSPECTORS.

San Francisco	W. F. Hayes, General Time Inspector.
Tracy	Z. L. Von Dack & Son.
Stockton	R. W. Meyers, 12 N. California St.
Lodi	L. G. Leavitt
Sacramento and Roseville	H. T. Harger.
Los Banos	J. F. Muth.
Madera	R. A. Bay.
Merced	R. C. Haun.
Modesto	Walter P. Shoemake.

BULLETIN BOARDS.

Tracy Telegraph Office
Tracy Roundhouse
Stockton (KN) Telegraph Office
Stockton Roundhouse
Lodi
Galt
Fresno
Berenda
Merced
Turlock
Modesto
Los Banos
Oakdale
Raymond

1— CLEARANCES.

(A) All trains must obtain clearance card (Form 2643) at Stockton, and Merced.

(B) On double track between Tracy and Stockton extras may run without running orders, but must obtain clearance card (Form 2643) before leaving Tracy or Stockton, and when originating at Lathrop.

All westward trains from the Lathrop-Fresno Subdivision entering eastward track on Tracy-Brighton Subdivision may obtain authority to move eastward from Lathrop by calling dispatcher on telephone located near junction switch east end of east leg of wye, and after receiving such authority will not be necessary to obtain Clearance Card Form 2643 at Lathrop.

All westward trains from Lathrop-Fresno Subdivision entering westward track on Tracy-Brighton Subdivision must obtain Clearance Card (Form 2643) at Lathrop.

(C) Rule 83-A will not apply at stations not telegraph offices or where offices are closed for the day.

2— TRAIN REGISTER EXCEPTIONS.

(A) Tracy and Brighton Subdivision trains register at Lathrop by register ticket.

(B) Lodi will be register station for trains originating or terminating only.

(C) Modesto will be register station for trains originating or terminating only.

(D) Los Banos will be register station for trains originating or terminating only.

(E) Ingle will be register station for Nos. 93 and 94 only.

(F) Peters will be register station for Nos. 153 and 154 only.

(G) Conductors will furnish engineers with copy of check of train register Form 2529 for all enginemen in trains departing from Tracy.

(H) At registering stations on single track, or at end of double track, when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

3— TRAIN AND AIR INSPECTION.

(A) After a continuous run of thirty miles, freight trains must be stopped and inspection made of running gear, wheels, etc., except may make a continuous run between Tracy and Lodi, Merced and Modesto, Tracy and Newman, Los Banos and Mendota, Mendota and Fresno, without stopping to inspect train as per Rule No. 820, provided that in the judgment of conductor the condition of his train will permit.

(B) Engines of freight trains with more than 20 cars must be cut off from train before taking water.

(C) All trains must make test of air brakes and air whistle signal from rear of train at Daulton, Raymond, Herbert and Valley Spring.

(D) Between terminals all trains must make rear end test whenever brake pipe connection is broken, as per Rule 17 of Rules and Regulations Governing Care and Operation of Air Brakes and Air Signal Apparatus.

(E) Air whistle signal will be used to acknowledge the running test on passenger trains leaving Stockton.

(F) Engines running light on descending grades of over 1½ per cent will make the same stops for inspection as are made by other trains on such grades.

(G) Conductors in charge of mixed trains whenever freight cars are being coupled on to occupied passenger equipment must see the air is connected throughout the cars attached to the engine before coupling is made.

(H) Additional communicating signals:

o o o o o o When running increase train heat.

—— —— When running look back for hand signals.

4—METHOD FOR TESTING FOR TRIPLE, CAUSING UNDESIRED APPLICATION OF AIR BRAKES (DYNAMITER).

(A) If test is made on grade, a sufficient number of hand brakes must be set to secure train.

(B) The brake pipe must be fully charged and brake valve kept in running or release position according to the type of brake or valve. Westinghouse in running position and New York in release position.

(C) Trainmen will then, starting from rear, station themselves so as to observe two cars apiece. The angle cock ahead of the cars being tested will then be closed and angle cock on rear of caboose opened very slowly, allowing a small flow of air, about the same as would be made from brake valve for a service application. If all brakes apply properly and show no bad triple action, close angle cock on rear of caboose.

(D) The above procedure is to be followed throughout the train, first separating the hose between the forward car of the cut, already tested, and the rear car of the cut to be tested and closing the angle cock at the forward end of the leading car of the cut—the number of cars in each test depending upon the number of trainmen available, not to exceed two cars for each man. Air brake of car going into emergency will be cut out and report rendered on Form 2809.

(E) After test is completed, and before train proceeds, rear end air brake test, as per Rule 17, must be made to insure all hose coupled and angle cocks in proper position.

5—USE OF 19 FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits, the note under Rule 211 is modified as follows:

(A) Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)

(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)

(3) When issuing an order Form "G", Example 3.

(4) When giving any train right over all trains.

(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

(B) When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

SPECIAL INSTRUCTIONS—Continued.

(C) Operators having orders for any train will fill out clearance, designating thereon numbers of all orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K., with time and Superintendent's initials, writing same before delivery in space provided therefor. Operator will retain carbon copy of clearance.

(D) Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

(E) Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

(F) Rule 251 is amended as follows:

In sending and repeating train orders by telephone or telegraphone they will be transmitted and repeated as per following example:

Second No. 25 Eng. 3205 wait at Newhall until
Nine fifty 950 P. M. for extra 2756 east.

The order should appear as quoted above when ready for delivery.

The manner of sending or repeating the order is as follows:

First pronounce the word ''Second'' and then spell it thus: ''S-e-c-o-n-d''; pronounce the word ''Number'' which will be abbreviated by ''No.''; pronounce the figures 2-5 and follow by spelling each digit, thus ''T-w-o f-i-v-e''; pronounce the word ''Engine'' which may be abbreviated in the order as ''Eng''; pronounce the engine number in figures as ''3-2-0-5'' then follow by spelling each figure as ''t-h-r-e-e t-w-o n-a-u-g-h-t f-i-v-e''; pronounced the words ''wait at,'' then pronounce the station name and follow by pronouncing each letter of the station name, as ''N-e-w-h-a-l-l''; pronounce the word ''until'' then pronounce the time ''950'' in the usual manner, then follow by spelling each word in the time, as ''n-i-n-e f-i-f-t-y,'' then pronounce the figures ''9-5-0'' followed by ''P. M.''; pronounce the word ''for'' also ''Extra,'' then name each figure in the number as ''2-7-5-6'' followed by spelling, as ''t-w-o s-e-v-e-n f-i-v-e s-i-x,'' and then pronounce the word ''East.''

You will note that the words ''Number,'' ''Wait at,'' ''for,'' ''Extra'' and ''East'' are merely pronounced and should not be spelled.

6— AUTOMATIC SIGNALS

Rule 504 is amended as follows:

(A) When a train is stopped by a block signal, it may proceed when the signal indicates proceed, except trains stopped at the following automatic home block signals may proceed immediately under control not to exceed six miles per hour to the next automatic home block signal in advance except that a flagman must precede the train when view is obstructed by weather conditions:

Signals 1126 and 1131 Modesto
Signals 1252 and 1271 Turlock
Signals 1498 and 1515 Merced
Signals 1832 and 1839 Madera

(B) **ON SINGLE TRACK**—Send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal, in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

(C) **ON DOUBLE TRACK**—A train may proceed immediately, running under control, not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

(D) When using crossovers in double track territory trainmen must comply strictly with Rule 99 on both tracks, and after switches are thrown wait five (5) minutes before moving through crossover, except when such movement is being made within the limits of an interlocking plant, at which point the five-minute rule will not apply.

(E) Within established yards it will not be necessary to wait five (5) minutes before moving through crossover.

(F) A train stopped at home block signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

(G) When a train which is to take siding is stopped by home block signal at meeting point at which opposing train is standing on the main track, it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch, provided track is seen to be clear to that switch.

(H) When a train which is to take siding at meeting or passing point or is to enter terminal yard finds home block signal other than interlocking signal in stop position on account of train to be met or passed standing on the main track, or on account of switch being lined up for receiving track, it may pass the home block signal without stopping, when a trainman or switch tender is at the home block signal giving proceed signals to indicate that switch is open, and may enter siding or receiving track at speed not exceeding six miles per hour, provided switch is seen to be open and track clear to fouling point of switch.

(I) When the number plate of a home block signal is reversed, showing ''yellow'', and signal indicates ''stop'', train may pass without stopping, but, unless otherwise directed by train order or bulletin, will proceed with caution, to the next signal.

(J) When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineman to be governed by the position of the signal blade, and to observe the number of the signal, which will be reported as having light not burning from first train order office from which report can be made without delay to train.

(K) Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proceed at six miles per hour without flagman in advance, both engineman and fireman will watch carefully for such defects.

(L) Within block signal limits that portion of Rules 86 and D-86 reading ''but must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown'' is cancelled.

7— AUTOMATIC SIGNALS—OVERLAPS.

(A) Lathrop and Fresno Sub-Division:
Manteca—Eastward trains, 2300 feet west of east switch.

(B) Tracy and Fresno Sub-Division:
Floyd—Eastward trains, 1500 feet west of east switch.

(C) Overlap posts are painted white at the top and black at the base and stand about six feet high. Trains holding main track at overlap stations must not pass overlap posts, and switch must not be opened for opposing train unless such train has passed the signal at opposite end of block.

8— SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.	40	1.30	50	1.12

9—(A) MAXIMUM SPEEDS FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1	3000 to 3009	63	45120 lbs.
MC-1	4000 and 4001	53	42760 “
MC-2	4002 to 4016	53	42760 “
MC-4	4017 to 4028	53	43130 “
MC-6	4029 to 4043	53	43230 “
MC-6	4044 to 4048	53	42680 “
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140 “
MK-4	3216 to 3230, 3232 to 3235	49	45560 “
MM-2	4200 to 4211	56	46300 “
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 “
T-6	2197, 2208	45	24110 “
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 “
TW-2	2946, 2948 to 2953	43	25860 “
TW-4	2926 to 2931	44	26000 “

(B) Note:—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75 per cent of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

(C) The above table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified below.

10—(A) SPEED RESTRICTIONS.

THE MAXIMUM SPEED OF ANY TRAIN AT ANY POINT MUST NOT EXCEED FIFTY (50) MILES PER HOUR.

Page	Trains will not exceed the following speed in miles per hour over distances as listed below: BETWEEN	Passenger	Motor Car	Freight
2, 3	Tracy and Brighton	50	40	35
2,3,6	Over Double Slip Switch at Junction of Tracy-Brighton and Tracy-Fresno Sub-Division	10	10	10
2,3,6	From the road crossing east of junction switch on Tracy-Fresno Sub-division, and end of double track on Tracy-Brighton Sub-division; to the road crossings west of station on Niles line, and on Martinez line	10	10	10
2, 3	San Joaquin River Draw Bridge	10	10	10
	Within the City Limits of:			
2,3,7	Stockton	8	8	8
2,3,8	Lodi	10	10	10
4, 5	Lathrop and Fresno	50	40	35
4, 5	East Leg outer Wye Lathrop	15	15	15
	Within the City Limits of:			
4,5,6	Fresno	8	8	8
4, 5	Madera, Between Standard Oil Spur and Fresno River Bridge	20	20	20
4, 5	Sugar Pine and Winery Spurs at Madera	10	..	10
	Within the City Limits of:			
4,5,7	Modesto, Turlock and Merced	15	15	15
4, 5	Spreckels Sugar Spur Manteca	..	..	10
6	Tracy and Fresno	50	40	35
6	Kearney and Timba Spurs	10	..	10
7	Stockton and Merced via Oakdale	40	40	30
7	Peters and Milton	25	20	20
7	Between Switches at Peters	10	10	10
8	Galt and Ione	35	35	30
8	Lodi and Woodbridge	20	20	15
8	Lodi & Woodbridge, 1600 & 1700 Class Engines	10	..	10
8	Lodi and Clements (Valley Spring Branch)	35	35	25
8	Clements and Mile Post 121¼	30	30	25
8	Mile Post 121¼ and Mile Post 121¾	15	15	15
8	Mile Post 121¾ and Helisma	25	25	20
8	Helisma and Valley Spring	20	20	20
8	Lodi to Mile Post 121¼ Engs. 2221 to 2281	25	..	25
8	Mile Post 121¼ to Valley Springs Engs. 2221 to 2273	15	..	15
8	Mile Post 121¼ to Valley Springs Engs. 2274 to 2281	10	..	10
8	Berenda and Daulton	30	30	25
8	Daulton and Raymond	20	20	20
8	Knowles and Knowles Jct.	6	6	6
9	Biola Jct. and Biola	25	25	20
	Consolidation and Mikado Engines	45	..	35
	2-10-2 Type of Engines	40	..	..
	Through Crossovers, Turnouts and Sidings	10	10	10
	Trains with engine backing up, Main Line	25	..	25
	Trains with engine backing up, branches	15	..	15

(B) LIGHT ENGINES	Running Forward	Running Backward
Switch Engine, 6-wheel connected	20	10
Mallet Consolidated (straight track)	25	25
Mallet Consolidated (curved track)	25	25
Other Engines on Main Track	35	20
Other Engines on Oakdale Branch	30	20
Other Engines on Other Branches	20	12

(C) Motor cars running backward must not exceed 10 miles per hour through yards and over highway crossings.

(E) Relief outfit must not exceed thirty (30) miles per hour main line or twenty (20) miles per hour on branch lines.

(F) Speed of trains carrying locomotive crane with boom in place must not exceed 25 miles on straight track and 15 miles around curves, and on branch lines must not exceed 15 miles per hour.

(G) No. 86 Sundays reduce speed to Five (5) miles per hour passing the station at Manteca to dispatch mail.

(H) Engines turning on Amador Central wye at Ione must move with extreme care, not exceeding 5 miles per hour.

(I) Engines must not work over Clay unloading Trestles on Brick yard spur at Crayold.

(J) Trains must not exceed speed of six miles per hour over Mormon Slough draw-bridge at Stockton and yardman must watch cars passing over bridge especially at end latches, being prepared to stop.

(K) Yellow flags and lamps or slow boards will be placed one-half mile each side of the structure or piece of track over which speed of train must not exceed fifteen (15) miles per hour or rate of speed specified by bulletin, train order or slow boards.

11—LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE.

(A) MAIN TRACKS

MILE POST	BETWEEN	DESCRIPTION	HEIGHT ABOVE TOP OF RAIL	SIDE CLEARANCE
78.3	Banta-Lathrop	San Joaquin River Bridge	19 ft. 9 in.	7 ft. 2 in.
104.3	Lodi-Urgon	Mokelumne River Bridge		7 " 6 "
104.3	Ripon-Salida	Stanislaus River Bridge	21 " 10 "	7 " 6 "
134.9	Delhi-Livingston	Merced River Bridge	21 " 10 "	7 " 6 "
100.7	Holden-Peters	Mormon Slough Bridge		7 " 4 "
148.5	Ryer-Arundel	Merced River Bridge		7 " 6 "
136.7	Clarksona-Dagon	Sutter Creek Bridge	20 " 6 "	7 " 4¼ "

(B) SIDE TRACKS AND SPURS

201.8	Nevill's Spur	Packing House		7 ft. 1 in.
92.7	El Pinal Winery	Trolley Wires and Poles	22 feet	8 ft.
183.9	Madera Sugar Pine Mill	Warehouses and Platforms	18 feet	5 ft. 7 in.
112.7	Modesto Ice Plant and icing platform	Ice Houses		6 ft. 8 in.

(C) All employees are warned that it is dangerous to stand erect on cars, particularly of extraordinary height, while passing any of these points and must use necessary precaution to protect themselves from injury.

(D) Following structures, Stockton, will not clear man on side of car: Girvin Warehouse, located at westerly end of Hazleton Ave.; Union Mills, Farmers' Union Milling Company and California Navigation and Imp. Co's. Buildings on water front track Weber Ave.

(E) To avoid hazard of impaired clearance leave no car spotted on west house track east of east end of Lathrop Freight Station. All cars left spotted on west end Lathrop team track must be at least 4 car-lengths east of west switch of team track.

Also when cars are being moved through west switch to team tracks cars should not be moved through east switch to west of west house track account impaired clearance.

The crossover located 150 ft. east of freight station at Lathrop must not be blocked in spotting cars on either track within the limits of the crossover.

(F) Platforms and buildings of the Madera Sugar Pine Co. at Madera will not clear man on top or side of car.

(G) Sugar beet dump at Spreckels Sugar Beet Factory Manteca and Clay dump on Brick yard spur at Crayold are uncovered and care should be exercised by trainmen while working thereon.

12— JUNCTION SWITCHES.

Position of main track switches at Junctions.

(A) Tracy.
West end, for Martinez Line.
East end, for Tracy and Brighton Sub-Division.

(B) Lathrop.
Junction switches for both ends of yard for Tracy and Brighton Sub-Division.
Outside wye: East leg for Tracy and Brighton Sub-Division; east and west legs to be used as main tracks for Lathrop and Fresno Sub-Division.

(C) End of Double Track, Stockton.
For westward trains.

(D) Lodi.
Woodbridge Branch for the Tracy and Brighton Sub-Division; Valley Spring Branch for siding on Tracy and Brighton Sub-Division.

(E) Galt.
Ione Branch for main track Tracy and Brighton Sub-Division.

(F) Ingle.
Riverdale Branch for siding on Tracy-Fresno Sub-Division.

(G) Merced.
Oakdale Branch for main track Lathrop and Fresno Sub-Division.

(H) Berenda.
Raymond Branch for main track Lathrop and Fresno Sub-Division.

(I) Biola Junction.
Biola Branch for main track Lathrop and Fresno Sub-Division.

13. COMPANY SURGEONS.

NAME	TITLE	LOCATION	DISTRICT
Dr. F. K. Ainsworth	Chief Surgeon and Manager	San Francisco	
Dr. A. M. Henderson	Division Surgeon	Sacramento	Between Brighton and Florin.
Dr. G. L. Stevenson	District Surgeon	Sacramento	Between Brighton and Florin.
Dr. W. E. Briggs	Oculist and Aurist	Sacramento	
Dr. H. Beattie	District Surgeon	Elk Grove	Between Florin and Arno.
Dr. J. T. Christian	District Surgeon	Galt	Between Arno, Acampo and Vanstow.
Dr. W. O. Solomon	District Surgeon	Ione	Between Vanstow and Ione.
Dr. B. J. Powell	Oculist and Aurist	Stockton	
Dr. D. R. Powell	Asst. Oculist and Aurist	Stockton	
Dr. R. R. Hammond	District Surgeon	Stockton	Between Castle, Lathrop and Peters.
Dr. F. R. Clarke	District Surgeon	Stockton	Between Castle, Lathrop and Peters.
Dr. A. M. Tower	District Surgeon	Lodi	Between Acampo and Castle.
Dr. R. A. Buchanan	Asst. District Surgeon	Lodi	Between Acampo and Castle.
Dr. S. R. Arthur	Emergency Surgeon	Woodbridge	
Dr. J. G. Priestly	Emergency Surgeon	Lockeford	
Dr. F. W. McKibbon	District Surgeon	Oakdale	Between Peters and Claribel.
Dr. J. J. Knowlton	District Surgeon	Waterford	Between Claribel and Montpellier.
Dr. L. E. Fretheway	Emergency Surgeon	Manteca	
Dr. O. H. Garrison	Emergency Surgeon	Manteca	
Dr. N. B. Gould	Emergency Surgeon	Ripon	
Dr. J. W. Morgan	Emergency Surgeon	Salida	
Dr. E. R. McPheeters	District Surgeon	Modesto	Between Lathrop and Livingston.
Dr. S. W. Cartwright	Emergency Surgeon	Ceres	
Dr. J. L. Collins	District Surgeon	Turlock	
Dr. G. C. Saunders	Emergency Surgeon	Livingston	
Dr. W. C. Cotton	Emergency Surgeon	Atwater	
Dr. E. R. Fountain	District Surgeon	Merced	Between Livingston, Minturn and Montpellier.
Dr. H. G. Martin	Emergency Surgeon	Chowchilla	
Dr. D. H. Ransome	District Surgeon	Madera	Between Minturn and Borden.
Dr. R. R. Dearborn	District Surgeon	Madera	Between Minturn and Borden
Dr. O. B. Doyle	District Surgeon	Fresno	Between Borden, Rolinda and Fresno
Dr. J. D. Morgan	Asst. District Surgeon	Fresno	Between Borden, Rolinda and Fresno.
Dr. D. H. Trowbridge	Oculist and Aurist	Fresno	
Dr. J. C. Drake	District Surgeon	Kerman	Between Mendota and Rolinda.
Dr. A. R. Powers	District Surgeon	Tracy	Between Westley, Tracy and Lathrop.
Dr. A. M. Field	District Surgeon	Patterson	Between Romain and Crows Landing.
Dr. H. V. Armistead	District Surgeon	Newman	Between Westley and Ingomar.
Dr. C. E. Stagner	Emergency Surgeon	Gustine	
Dr. B. H. Bush	District Surgeon	Los Banos	Between Ingomar and Mendota.
Dr. F. W. Parrish	Emergency Surgeon	Dos Palos	

Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

(A) STRETCHERS.

TRACY
STOCKTON
LODI
GALT
TRACY RELIEF OUTFIT
BERENDA
MERCED
TRACY CLUB HOUSE
KERMAN
LOS BANOS

(B) HOSPITALS.

GENERAL HOSPITAL	SAN FRANCISCO
S. P. HOSPITAL	SACRAMENTO
S. P. HOSPITAL	WEST OAKLAND

14. TONNAGE OF PASSENGER CARS.

KIND OF CAR	AVERAGE WTS.—POUNDS		
	Wood	Steel	Steel Underframe
Baggage	75,000	91,000	......
Baggage (Dynamo)	......	101,000	......
Baggage and Mail	75,000	122,000-69ft. 97,000-60ft.	92,000
Baggage and Passenger	65,000	......	......
Buffet	......	131,000	122,000
Buffet (Dynamo)	......	146,000	......
Business	108,000	179,000	136,000
Chair	84,000	98,000	......
Coaches	75,000	95,000	......
Dining	131,000	146,000	138,000
Horse Express	79,000	......	......
Observation	122,000	144,000	128,000
Postal	......	111,000-60ft. 72,000-40ft.	......
Pullman Observation	124,000	148,000	142,000
Pullman Parlor	115,000	149,000	142,000
Pullman Standard Sleepers	125,000	152,000	145,000
Pullman Tourist Sleepers	94,000	......	133,000
Tea and Silk	48,000	......	......
Am. Ry. Express Refrs . 40 to 154	......	......	78,000
" " ..155 to 224	......	......	89,000
" " ..500 to 506	......	......	110,000
" " .1101 to 1175	......	......	85,000
" "	......	......	......
" "	......	......	......
N. P. " "	60,000	......	74,000
G. N. " "	70,000	......	......

15— INTERLOCKING PLANTS.

(A) SAN JOAQUIN RIVER BRIDGE TOWER.—San Joaquin River Bridge between Banta and Lathrop:

Eastward movements on eastward main track will be governed by two-arm signal located 450 feet west of junction switch. Eastward movements on westward main track will be governed by dwarf signal located 350 feet west of junction switch.

Westward movements on westward main track will be governed by two-arm signal located 450 feet east of junction switch. Westward movements on eastward main track will be governed by dwarf signal located 350 feet east of junction switch.

(B) FRENCH CAMP TOWER.—Tidewater Southern R. R. Crossing One and Six-Tenths Miles East of French Camp:

Eastward movements on eastward main track will be governed by two-arm signal located 500 feet west of crossing. Eastward movements on westward main track will be governed by dwarf signal located 350 feet west of crossing.

Westward movements on westward main track will be governed by two-arm signal located 500 feet east of crossing. Westward movements on eastward main track will be governed by dwarf signal located 350 feet east of crossing.

(C) STOCKTON TOWER No. 2.—A. T. & S. F. Crossing, Sacramento and Taylor Streets:

Eastward movements on eastward main track will be governed by one-arm signal and suspended dwarf signal, located directly over eastward main track on signal bridge 800 feet west of crossing. One-arm will govern route over crossing on eastward main track; suspended dwarf signal will govern route over cross-over just west of crossing.

Two-arm dwarf signal 475 feet east of crossing will govern westward movements on westward main track up to cross-over located 300 feet west of crossing. Two-arm dwarf signal located there will govern movements through balance of plant.

Other train movements at this tower will be governed by dwarf signals.

Engineers will sound whistle signals as follows when they wish switches lined:

For westward main track, one long, ———.
For eastward main track, one long, one short, ——— o.
For siding, long, two short, long, ——— o o ———.
For middle track, one long, one short, one long, ——— o ———.
For Gaun's track, one short, one long, o ———.
For Houser and Haines track, two short, one long, o o ———.

Two short blasts of Electric Siren repeated several times will be signal for yard and train crews to clear this plant immediately.

(D) STOCKTON TOWER No. 3.—Western Pacific R. R. Crossing Weber Avenue and Union Street:

Westward movements from Stockton and Merced Sub-Division will be governed by two-arm bracket pole on left-hand side of track: Upper arm governs to passenger station, lower arm for either leg of Wye.

Eastward movements from passenger station will be governed by one-arm stub bracket pole.

Movements from roundhouse will be governed by one-arm pole. Other train movements will be governed by dwarf signals.

(E) STOCKTON TOWER No. 4.—Western Pacific R. R. Crossing at End of Double Track, Stockton:

Westward movements on main track will be governed by three-arm pole located 450 feet east of W. P. Ry. crossing; upper arm will govern movements over crossing on westward main track; lower arm will govern movement through cross-over to eastward main track.

Westward movements on El Pinal siding will be governed by dwarf signal located 450 feet east of crossing.

Eastward movements on eastward main track will be governed by three-arm pole located 450 feet west of crossing; upper arm will govern movements through cross-over to main track; lower arm will govern movements into El Pinal siding.

Eastward movements on westward main track will be governed by dwarf signal located 450 feet west of crossing.

Engineers will sound whistle signal as follows when they wish switches lined:

Eastward trains for siding one long one short (——— o).

(F) MODESTO TOWER—Tidewater Southern Railway Crossing on Lathrop-Fresno Sub-Division One and Six-Tenths Miles East of Modesto:

Eastward and westward movements will be governed by respective signals, located 500 feet from crossing. Tower in operation 8:30 a. m. to 5:30 p. m. daily except Sunday.

No towerman on duty Sundays or between 5:30 p. m. and 8:30 a. m. week days. Signals will be set in proceed position when towerman off duty. Should signals be found in stop position when towerman off duty trains will stop and be preceded by flagman through interlocking limits and report to Superintendent from first point of communication.

(G) LATHROP TOWER.—Western Pacific R. R. Crossing of Lathrop and Fresno Sub-Division Nine-Tenths Mile East of Lathrop:

Eastward or Westward movements will be governed by respective signals located 450 feet from crossing. Engineers on Eastward trains will sound one long and one short——— o blast of whistle when they wish to enter or pass through this plant.

(H) LYOTH TOWER—Western Pacific R. R. Crossing:

Eastward movements will be governed by two-arm stub bracket pole located about 700 feet west of crossing.

Westward movements will be governed by three-arm pole located 450 feet east of crossing; upper arm will govern movements on main track; lower arm will govern movements through cross-over switch to interchange track.

Engineers on westward movements will sound one long and one short blast of whistle before passing eastward signal No. 862 between Yarmouth and Lyoth if they wish to enter siding.

Engineers of trains on siding will sound one short and one long blast of the whistle when they wish to move onto main track.

(I) MERCED TOWER No. 3.—A. T. & S. F. R. R. Crossing 1.8 Miles West of Merced (Stockton and Merced Sub-Division):

(Towermen Not on Duty 6.00 P. M. to 12.00 Night)

Eastward and Westward movements will be governed by their respective signals.

(J) KISMET TOWER.—A. T. & S. F. R. R. Crossing, Raymond Branch, 3.3 Miles East of Berenda:

Eastward and Westward movements will be governed by their respective signals.

(K) RAILROAD CROSSINGS NOT INTERLOCKED.

A. T. & S. F. R. R., Oakdale.

(Be governed by Rule 98.)

(L) Rules 630 and 663 are amended as follows, by which employees will be governed:

"630. Hand signals must not be used when the proper indication can be displayed by the interlocking signals. When hand signals are necessary the signalman must assure himself that the switches are properly lined and that the route is clear. Signals must be given from such a place on the ground, and in such a way, that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or enginemen for which they are given.

A yellow flag must be used by day, and a yellow light by night, in giving hand signals."

"663. Enginemen and trainmen must not accept a hand signal to proceed against an interlocking signal, except as provided in Rule 630. When hand signals are given for a train to pass an interlocking signal indicating "stop," trains must be brought to stop and then proceed under control not exceeding six miles per hour, keeping a sharp lookout for open derailers and trains on conflicting routes.

Hand signals authorize movement only through the interlocking limits governed by the inoperative signal, and not through the automatic portion of the block, if any."

(M) When Semi-automatic signals at east end of Tracy yard are inoperative, trains entering or leaving yard will be governed by Rules 630 and 663.

16— YARDS.

(A) Yards are established at the following stations:

Tracy
Lathrop
Stockton
Lodi
Galt
Brighton
Modesto
Turlock
Merced
Madera
Fresno
Los Banos
Kerman
Oakdale
Valley Spring
Ione
Raymond

(B) Rules 93 and D-93 are revised as follows:

"Within yard limits the main track may be used, protecting against first class trains.

"All trains must approach yard limits and pass through yards under control."

(C) EASTWARD PASSENGER trains approaching Tracy via Port Costa will have right to the main track to signal No. 820, located just west of C Street crossing and be governed by Rule 800 from this point.

(D) EASTWARD PASSENGER trains approaching Tracy via Niles will have right to the main track to the west switch of passenger siding, west switch being located 200 feet west of C Street crossing and be governed by Rule 800 from this point.

17— MISCELLANEOUS.

(A) Trains entering sidings will do so under control. Responsibility for collision is placed with entering train.

(B) On double track, when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously, not exceeding six miles per hour to the obstruction, or until clear signal is reached, or until track is known to be clear.

(C) When one torpedo is exploded train will come to a stop as per Rule 15. If no person is on hand to explain the placing of torpedo, train may proceed to the next station or block signal as hereinafter provided:

(D) If view is obscured by curves, fog or storm, flagman must be sent ahead and train may follow, under control, in the manner prescribed by Rule 504.

(E) If track is seen to be clear or (within automatic block limits) if signal indicates "Proceed," train may proceed, but will run under control, not exceeding six (6) miles per hour, for a distance of one-half mile before resuming full speed.

(F) When a red flag or lamp is displayed and no person attending signal, train must be brought to a stop, and be preceded by a flagman for a distance of at least one-half mile.

(G) Third paragraph of Rule 221-A is amended to read as follows:

"If a train order signal light is found not burning at night at a day telegraph station, train must stop. If both signal arms are at proceed and there is no indication that the office is open, train may proceed without clearance card, providing its right and class permit it to do so, but trainmen will notify superintendent from next open telegraph office."

(H) When doubling, engine running for water, or for any other purpose, it becomes necessary to leave a portion of a train on the main track, a red flag by day and a red light by night must be placed on the head car of the standing cut of cars, and in addition two torpedoes placed not less than one-fourth mile in advance thereof. Enginemen must know the location of cars thus left standing and must use extreme care in returning for rear portion of train.

(I) When a train or a portion of a train takes the siding it must not stop foul of the main track to allow the brakeman to get on after closing the switch, but first pull into clear.

MISCELLANEOUS—Concluded.

(J) In addition to Rule 17 and D-17, the following instructions relative to use of headlight on single track are in effect:

"Until the headlight of a train turned out to meet another is concealed, it is an indication that main track is obstructed. The opposing train must approach with caution, and after finding the head end of train is clear of main track, it may proceed with caution to the point where the main track may be obstructed."

(K) When rules require the headlight to be displayed, electric headlights on engines will be dimmed:

(a) In yards where yard engines are employed.
(b) At meeting points.
(c) Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers.
(d) When standing.
(e) On two or more tracks when approaching trains running in the opposite direction.

(L) When a helper engine is to be coupled into a train, copies of all orders affecting movement of the train at or beyond point from which helper is to be used, must be delivered to each helper engine crew before leaving the points at which coupled into train.

(M) If helper engine is picked up at a closed or non-telegraph office a copy of orders affecting movement of train at or beyond that station—and copy of clearance card—must be delivered to conductor of train at a preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in.

Train dispatchers will see that this is done.

(N) Indicator numbers should be removed when train arrives at the end of its run and should not be displayed until train is ready to leave its initial station, or has received a clearance authorizing the train.

(O) In complying with Rule 861, where the train is restricted by an opposing train, a proceed signal must not be given until the conductor has identified the train which is to be met, after which a proceed signal will be given as provided in Rule 84-A. Conductor should place himself in a position to properly identify train to be met at the earliest moment.

(P) When crossing flagmen find it necessary to leave their post of duty for a short time, will display a yellow flag by day and a yellow light by night in a conspicuous place, which will indicate to train and enginemen that the crossing which is usually protected by a flagman is temporarily without protection.

(Q) The siding at Lodi, extending from the east cross-over at signal 1028 to the east end of the yard, is the eastward siding; the siding extending from the cross-over just west of signal 1028 to the west end of the yard is the westward siding. Freight trains must not use eastward siding except in case of emergency. Trains using sidings at Lodi east of Station must avoid delaying Branch trains.

(R) Time table superiority of scheduled trains and right conferred by train order or meeting point made under any form of order will apply at the end of double track at Brighton. Disc signal located on mast of distant signal 1316 at Polk has two indications which are controlled by operator at Brighton. Normal indication will be white disc or green light. Should signal show yellow disc or yellow light, trains will take siding.

(S) Eastward trains using siding at Hislop or stopped on main track to do work must clear crossover west of South Street.

(T) Trains entering and leaving Tracy yard will be governed as follows:

Port Costa side, tracks 7, 8, 9, 11, 12 and 13. On incoming westward trains sufficient number hand brakes must be set on head end and on incoming eastward trains sufficient number of hand brakes must be set on rear end to insure against train running out west end. On outgoing westward trains, after caboose is coupled to train, brakes scattered throughout train may be released but a sufficient number must be left set on head end and will not be released until engine is coupled to train. On eastward outgoing trains after the caboose is on train a sufficient number of hand brakes will be left set on rear end which will be released only after air gauge shows that engine is on and air is coupled through.

Niles side, tracks 14, 15, 16, 17 and 18. On incoming westward trains a sufficient number of hand brakes must be set on rear of train. When train is cut and head end is pulled into either 14, 15, 16 high, sufficient number of hand brakes must be set on head end of this portion of train. On incoming eastward trains a sufficient number of hand brakes must be set on head end of train. When rear of train is cut off or left standing in tracks 14, 15 or 16 high, sufficient number of hand brakes must be set on rear of train in addition to those on head end. On westward outgoing trains after caboose is on train a sufficient number of hand brakes must be left set on rear end, to be released only after air gauge shows that engine is on and air is coupled through train. If made up in track 14, 15 or 16 high, head end of train should be secured with hand brakes and not released until engine is on and air coupled through train. On eastward outgoing trains sufficient number of hand brakes must be left set on head end to be released only after engine is coupled to train. If made up in 14, 15 or 16 high, sufficient number of hand brakes must be left set on rear end of train, not to be released until engine is coupled to train and air through.

(U) No. 37 may occupy main track at Stockton after 3:50 p. m. and No. 35 after 6:30 p. m.

(V) Discontinue switching over Main and Olive Street crossings, city of Turlock, between the hours of 12 noon and 1:00 p. m. Any switching during those hours must be done from west end of Melon and House track.

(W) Time Table authority of Nos. 91 and 92 at Los Banos is extended to include main track between switches of siding 10 minutes before leaving and 10 minutes after arriving time of these trains.

(X) By ordinance of the Town of Newman it is a misdemeanor to switch the house track between Merced and Fresno Streets from 5 minutes before arrival until 5 minutes after departure of passenger trains.

(Y) Only engines of following classes can be turned on wooden turntables at Galt, Valley Spring, Milton, Oakdale and Berenda; E5, E6, E23, E24, T9, T10, T11 and T12.

Engines which cannot, under these instructions, be turned on the turntable at Oakdale can be turned on the Santa Fe Wye.

In doing so, engines will operate over Sierra Railway main line from Oakdale to Santa Fe Junction, being governed by current Sierra Railway timetable and will secure clearance from Sierra Railway Operator at Oakdale before leaving Oakdale during such time as Operator is on duty, also be governed by Special Rule No. 3, Sierra Railway timetable reading as follows:

> "All trains will approach yard limits of stations shown with trains under full control, expecting to find the main track obstructed. This does not give switching engines right over any train."

Every precaution for safety must be observed in making this move, flagging if conditions require.

(Z) Rules 14-D and E are amended as follows:

At Galt: Trains on Ione Branch Line when calling flagman from the east will sound six long blasts of the whistle.

At Lodi: Trains on Valley Spring and Woodbridge Branch Lines when calling flagman from east will sound six long blasts of the whistle.

At Stockton: Trains on the Stockton-Merced Sub-Division when calling flagman from the east will sound six long blasts of the whistle.

At Peters: Trains on the Milton Branch Line when calling flagman from the east will sound six long blasts of the whistle.

At Lathrop: Trains on the Lathrop-Fresno Sub-Division when calling flagman from the east will sound six long blasts of the whistle.

At Tracy: Trains on the Tracy-Fresno Sub-Division when calling flagman from the east will sound six long blasts of the whistle.

At Merced: Trains on the Stockton-Merced Sub-Division when calling flagman from the west will sound four long and one short blast of the whistle.

At Berenda: Trains on the Raymond Branch Line when calling flagman from the east will sound six long blasts of the whistle.

At Fresno: Trains on the Tracy-Fresno Sub-Division when calling flagman from the west will sound four long and one short blast of the whistle.

At Biola Junction: Trains on the Biola Branch Line when calling flagman from the east will sound six long blasts of the whistle.

(ZZ) Enginemen will sound ——— o o blasts of the whistle as per Rule 14-K passing interlocking plants.

18—

RATINGS OF LOCOMOTIVES—STOCKTON DIVISION.

For Through and Local Trains in M's of 1,000 pounds back of Tender.
Revised April, 1920.

Nominal Class	Official Class	ENGINE NUMBERS	Boiler Pressure	TRACY and FRESNO TRACY and BRIGHTON LATHROP and FRESNO
E-2	E-69 18/24 61	1374, 1376 to 1381	150	2150
E-5	E-69 18/24 69	1383, 1386, 1387, 1389, 1390 to 1394, 1396, 1397	165	2450
E-6	E-69 18/24 68	1402 to 1411		
E-23	E-73 20/24 89	1434, 1438, 1443	190	3310
E-23	E-73 20/24 92	1445 to 1458	190	
E-24	E-69 18/26 74	1464 to 1467, 1469, 1471, 1482.	165	2590
M-4	M-63 20/28 126	1615 to 1719	190	4280
M-8	M-63 21/28 159-S	1720 to 1724, 1726, 1770 to 1779, Superheated.	200	5250
M-8	M-63 21/28 156	1720 to 1724, 1726, 1770 to 1779, Saturated	200	5000
M-6	M-63 21/28 150-S	1725, 1727 to 1769, 1780 to 1803, Superheated	200	5260
M-6	M-63 21/28 144	1725, 1727 to 1769, 1780 to 1803, Saturated	195	4880
T-12	T-57 18/24 73	2114, 2118, 2121, 2123	160	2790
T-11	T-57 18/24 81	2124 to 2126, 2128, 2130 to 2133	160	
T-10	T-57 18/24 86	2134 to 2154	160	
T-9	T-57 18/24 83	2156 to 2169, 2171, 2173	160	
T-5	T-69 19/24 101	2209	180	2990
T-2	T-63 19/24 105	2221 to 2234	160	2840
T-1	T-63 20/26 112	2235 to 2273	180	3820
T-25	T-69 20/28 134	2274 to 2281	200	4230
T-23	T-63 21/28 144-S	2301 to 2308, 2310, Superheated	210	5550
T-23	T-63 21/28 144	2301 to 2308, 2310, Saturated.	200	5000
T-28	T-63 22/28 162-S	2311 to 2352, Superheated	210	6060
T-28	T-63 22/28 160	2311 to 2352, Saturated	200	5490
C-9	C-57 22/30 194-S	2513 to 2599, 2752 to 2830, Superheated	210	6670
C-8	C-57 22/30 192-S	2698 to 2751, Superheated	210	
C-5	C 57 22/30 185-S	2624 to 2693, Superheated	210	
C-9	C-57 22/30 187	2513 to 2599, 2752 to 2830, Saturated	200	5940
C-8	C-57 22/30 184	2698 to 2751, Saturated		
C-5	C-57 22/30 178	2624 to 2693 Saturated		
A-1	A-84 15-25/28 110	3000 to 3009	200	3420
A-3	A-81 20/28 112-S	3025 to 3071, Superheated	210	3980
A-3	A-81 20/28 105	3025 to 3071, Saturated	200	3620
T-26	T-69 21/28 152-S	2283 to 2300, Superheated	200	4850
T-26	T-69 21/28 149	2283 to 2300, Saturated	200	4680
T-31	T-63 22/28 162-S	2353 to 2362, Superheated	200	5870
T-32	T-69 23/28 174-S	2363 to 2370. Superheated	200	5840
T-32	T-69 23/28 174-S	2371 to 2378, Superheated	210	6180
P-1	P-77 22/28 141-S	2400 to 2427, Superheated	210	5010
TW-1	TW-54 22/26 147	2900 to 2913	180	5090
Mk-5, 6	Mk-63 26/28 210-S	3237 to 3271, Superheated	200	8080
F-1	F-63 27½/32 273-S	3600 to 3652, Superheated	200	9700
MK-4	MK-57 23¾/30 206-S	3216 to 3236, Superheated	200	7350
C-12	C-50 20/28 164	2503	180	4520
E-27	E-73 20/26 113-S	1526 to 1540, Superheated	210	4030
E-27	E-73 20/26 100	1526 to 1540, Saturated	200	3720
C-4	C-57 22/34 176	2612 to 2623, Saturated	185	5750
M-9	M-63 21/28 150-S	1804 to 1822, Superheated	210	5520
M-9	M-63 21/28 156-S	1826 to 1827, Superheated	210	
M-9	M-63 21/28 147	1804 to 1822, Saturated	200	4880

Allowance for Empty and Underloaded Cars—Ms.	Less than 40 Ms.	6 Ms.
	40 to 50 Ms.	3 Ms.
	More than 50 Ms.	0 Ms.

19—

C. H. REDINGTON, Trainmaster.
W. S. JOY, Trainmaster.
O. S. YORK, Assistant Trainmaster.
M. A. MICHELSON, First Chief Train Dispatcher.
C. R. RICE, Second Chief Train Dispatcher.

Train Dispatchers
W. C. BEAVER
C. L. ELDRED
J. O. GENTRY
T. G. WOOLARD
C. W. KAY
R. B. NORCROSS
H. BATES
H. N. BARKER
Stockton, Cal.
D. W. DEAN

20—

MILEAGE.

MAIN LINES.

Tracy to Brighton	C. P. Ry	62.80	
Tracy to Fresno via Mendota	S. P. R. R	127.08	
Latbrop to Fresno	C. P. Ry	111.07	
Total Main Line			300.95

BRANCHES

Ione	S. P. R. R.	Galt to Ione	27.05	
Lodi	S. P. R. R.	Woodbridge to Valley Spring	29.54	
Madera Spur	S. P. R. R.	Madera to Italian Swiss Colony	3.91	
Milton	S. P. R. R.	Peters to Milton	11.78	
Oakdale	S. P. R. R.	Stockton to Merced	72.05	
Raymond	S. P. R. R.	Berenda to Raymond	21.10	
Biola	S. P. R. R.	Biola Jct. to Biola	8.50	
Ingle	S. P. R. R.	Ingle easterly	0.25	
Total Branches				174.18
Total Stockton Division				475.13

G. E. GAYLORD, *Superintendent.*

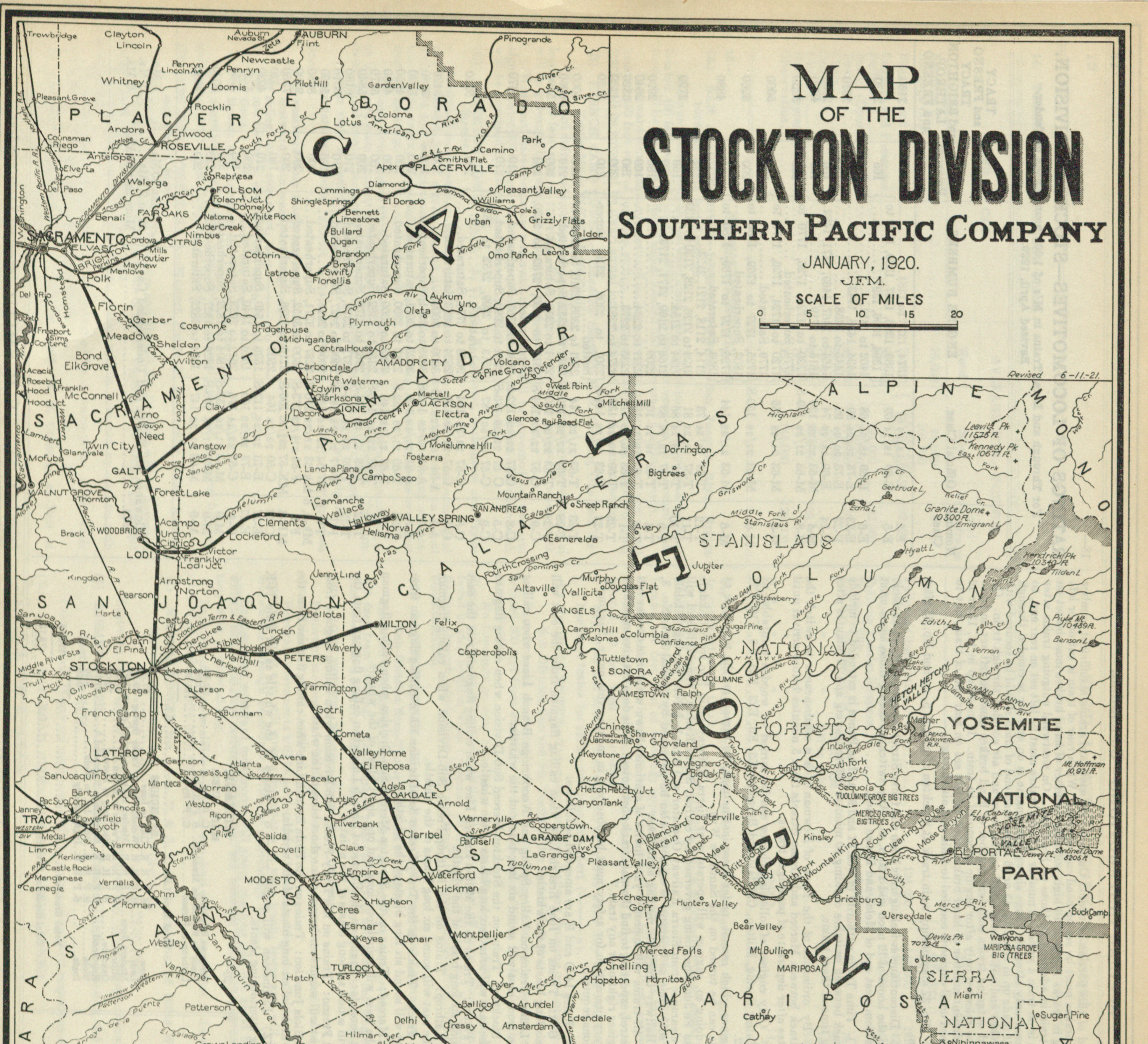
L. R. SMITH, *Assistant Superintendent.*

MAP
OF THE
STOCKTON DIVISION
SOUTHERN PACIFIC COMPANY

JANUARY, 1920.
J.F.M.

SCALE OF MILES
0 5 10 15 20

Revised 6-11-21.



C A L I F O R N I A
PLACER
ELDORADO
SACRAMENTO
AMADOR
CALAVERAS
SAN JOAQUIN
STANISLAUS
TUOLUMNE
MARIPOSA
MERCED
MADERA
FRESNO
SANTA CLARA
SAN BENITO
ALPINE
MONO
STANISLAUS NATIONAL FOREST
SIERRA NATIONAL FOREST
YOSEMITE NATIONAL PARK
Trowbridge
Clayton
Lincoln
Auburn
AUBURN
Flint
Newcastle
Penryn
Loomis
Rocklin
Whitney
Pleasant Grove
Andora
Enwood
ROSEVILLE
Antelope
Elverta
Del Paso
Walerga
Represa
FOLSOM
Folsom Jct.
Natoma
White Rock
Benali
FAIR OAKS
Alder Creek
Nimbus
Cordova
CITRUS
SACRAMENTO
ELVASCON
BRIGHTON
Perkins
Mills
Routier
Mayhew
Manlove
Polk
Florin
Gerber
Meadows
Sheldon
Wilton
Cosumne
Bond
Elk Grove
Freeport
Acacia
Rosebud
Hood
Franklin
McConnell
Arno
Need
Clay
Vanstow
Twin City
GALT
Forest Lake
Glannvale
Mofuba
WALNUT GROVE
Thornton
Acampo
Urgon
WOODBRIDGE
LODI
Victor
Lockeford
Clements
Lodi Jct.
Kingdon
Armstrong
Norton
Pearson
Castle
Harte
Bellota
Linden
STOCKTON
Holden
PETERS
MILTON
Waverly
Cherokee
Sibley
Walthall
Charleston
Middle River Sta.
Trull
Holt
Gillis
Woodsbro
Ortega
Larson
French Camp
Burnham
LATHROP
Garrison
Atlanta
Avena
San Joaquin Bridge
Manteca
Morrano
Escalon
Banta
TRACY
Lyoth
Rhodes
Weston
Ripon
Salida
Covell
Vernalis
Carbona
Medal
Linne
Kerlinger
Castle Rock
Manganese
Carnegie
Ohm
Romain
Westley
Patterson
Vanomer
Crows Landing
Stomar
Timba
NEWMAN
Gustine
Linora
Ingomar
Volta
Trent
LOS BANOS
Abatto
Agatha
Brito
Dos Palos
Oxalis
Silaxo
Firebaugh
Bonanza
Cromir
Arbios
Mendota
Tranquility
San Joaquin
Caldwell
Nares
Llanada
Panoche
PANOCHE HILLS
GLAUCOPHANE RIDGE
MODESTO
Empire
Hughson
Ceres
Esmar
Keyes
Denair
TURLOCK
Hatch
Montpellier
Ryer
Ballico
Cressay
Delhi
Hilmar
Livingston
Arena
Stevinson
Atwater
Buhach
Ferguson
MERCED
Winton
Yam
Cuba
Hoff
Arundel
Amsterdam
Nairn
Bellevue
Edendale
Planeda
Tuttle
Cluster
Lingard
Burchell
Le Grand
Dickinson
Marguerite
Athlone
Labranza
Sierra Vista
Minturn
Chowchilla
Watt
Sharon
Califa
Fairmead
Tillman
Lincoln
Dairyland
BERENDA
Miller
MADERA
Storey
Dorn
Borden
Italian Swiss Colony
Trigo
Irrigosa
Greenleaf
Tharsa
Herndon
Bullard
BIOLA JCT.
BIOLA
Truman
West Acres
Muscat
FRESNO
INGLE
Jameson
Button
KERMAN
Rugg
Rolinda
Floyd
Calwa
Calwa Tower
Oporto
Malaga
Cecile
Corestar
Oleander
Hovent
Fowler
Star
Bowles
Monmouth
Raisin City
Mc Mullin
Winedale
Selma
Fargo
Del Rey
Miley
Tarn
Clotho
Sanger
Reka
Locans
Butler
Las Palmas
Eggers
Tarpey
Melvin
Clovis
Glorietta
Setch
Gordon
El Prado
Burkhead
Gravel
Friant
Sharpville
Mc Kenzie
Welbarn
Standard Mill
O'Neals
North Fork
Power House
Coarsegold
Raymond
KNOWLES
Knowles Jct.
Herbert
Jesbel
Daulton
Talbot
Grubgulch
Lewis
Ben Hur
Cathay
MARIPOSA
Mt Bullion
Bear Valley
Hornitos
Merced Falls
Snelling
Hopeton
Exchequer
Goff
Hunters Valley
Pleasant Valley
LA GRANGE DAM
La Grange
Waterford
Hickman
Paulsell
Claus
Claribel
Riverbank
Warnerville
Cooperstown
Arnold
OAKDALE
Adela
Huntley
El Reposa
Valley Home
Cometa
Gotri
Farmington
Copperopolis
Felix
Melones
Carson Hill
Angels
Altaville
Vallicita
Murphy
Douglas Flat
Jenny Lind
Esmerelda
Valley Spring
San Andreas
Sheep Ranch
Mountain Ranch
Mokelumne Hill
Camanche
Wallace
Helisma
Norval
Holloway
Campo Seco
Lancha Plana
Fosteria
Electra
Glencoe
Rail Road Flat
Mitchell Mill
West Point
JACKSON
Martell
IONE
Dagon
Clarksona
Edwin
Lignite
Carbondale
Waterman
AMADOR CITY
Volcano
Pine Grove
Central House
Michigan Bar
Bridgehouse
Plymouth
Oleta
Aukum
Uno
Latrobe
Cothrin
Flonellis
Swift
Brela
Brandon
Dugan
Bullard
Bennett
Limestone
Shingle Springs
Cummings
Diamond
El Dorado
Apex
Smiths Flat
PLACERVILLE
Camino
Park
Pinogrande
Pleasant Valley
Williams
Urban
Coles
Grizzly Flats
Caldor
Omo Ranch
Leonis
Lotus
Coloma
Pilot Hill
Garden Valley
Dorrington
Bigtrees
Avery
Jupiter
Strawberry
Columbia
Confidence
Sugar Pine
Tuttletown
SONORA
Standard
JAMESTOWN
TUOLUMNE
Ralph
Chinese
Jacksonville
Shawmut
Keystone
Groveland
Cavagnero
Big Oak Flat
Hetch Hetchy Jct.
Canyon Tank
Coulterville
Blanchard
Jasper
Mast
Kittridge
Bagby
Kinsley
Mountain King
Clearinghouse
EL PORTAL
Briceburg
Jerseydale
Devils Pk.
Usona
Miami
Sugar Pine
Nipinnawasee
Bass Lake
Oakhurst
Wawona
Mariposa Grove Big Trees
Buck Camp
Sentinel Dome 8205 ft.
Mt. Hoffman 10921 ft.
Merced Grove Big Trees
Tuolumne Grove Big Trees
Sequoia
South Fork
Intake
Mather
Damsite
HETCH HETCHY VALLEY
Grand Canyon
Edith L.
L. Vernon
Benson L.
Pyle Mt. 10489 ft.
Hendrick Pk. 10340 ft.
Tilden L.
Granite Dome 10300 ft.
Emigrant L.
Hyatt L.
Gertrude L.
Leavitt Pk. 11575 ft.
Kennedy Pk. 10677 ft.
Sacramento R.
San Joaquin River
Mokelumne River
Calaveras River
Stanislaus River
Tuolumne River
Merced River
Chowchilla River
Fresno River
Kings River
Cosumnes River
American River
Stockton Term & Eastern R.R.
Western Pacific R.R.
A.T.&S.F. Ry.
Tidewater Southern
Sierra Ry.
Yosemite Valley R.R.
Hetch Hetchy R.R.
San Joaquin Division
STOCKTON AND VICINITY.
SCALE
0 1 2 MILES
SAN JOAQUIN CO.
STOCKTON
El Pinal
S.P. STA.
W.P. STA.
Term & East Ry.
Santa Fe Ry.
Atchison, Topeka
W.P.R.R.
N